



**Bicycle/Pedestrian
Advisory
Committee
of the
Metropolitan
Planning
Organization
for the
Miami Urbanized
Area**

Chairman
Ted Silver

Members
Brett Bibeau

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DRIVE
SOUTH MIAMI, FLORIDA

A G E N D A

**MEETING OF WEDNESDAY, OCTOBER 27, 2004
AT 7 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF SEPTEMBER 22, 2004
- III. PRESENTATIONS
 - A. M-D PARK & RECREATION DEPT. WELLNESS & FITNESS INITIATIVE – K. Kirwin, M-DP&R
 - B. RAIL CONVERTIBILITY STUDY – W. Fernandez, MPO
 - C. FDOT PROJECT UPDATE – K. Jeffries, FDOT
- IV. DISCUSSION ITEMS
 - A. MDT BIKE&RIDE PROGRAM CHANGES, D. Henderson
- V. INFORMATION ITEMS
 - A. M-D PUBLIC WORKS PROJECT UPDATES – J. Cohen, MDPW
 - B. BIKE SAFETY PLAN – D. Henderson
 - C. SUNNY ISLES BICYCLE/PEDESTRIAN BRIDGE STUDY – D. Henderson
 - D. MPO SEARCH FOR COMMITTEE MEMBERS – D. Henderson
 - E. SEPTEMBER PROGRESS REPORT – J. Manzella
- VI. MEMBER COMMENTS

***NOTE: NEXT MEETING – NOVEMBER 17, 2004*
RESCHEDULED TO AVOID THANKSGIVING FESTIVITIES**

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, OCTOBER 27, 2004

MEMBERS PRESENT

Sheila Boyce Barry Burak Amado Leon
Susan Kairalla Ted Silver

MEMBERS ABSENT

Brett Bibeau
Susan Smith

OTHERS PRESENT

David Henderson, Staff Jae Manzella, Staff Wilson Fernandez, MPO Kenneth Jeffries, FDOT
Kevin Kirwin, M-DP&R Winston Harris, Reynolds, Smith & Hills Julio Boucle, URS
Hudson Gaulmand, CTAC Member Vanessa Brito, FIU Student Noel Cleland, Concerned Cyclist

The meeting began at 7:10 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF MINUTES	- SK: <i>Motion to approve Minutes of September 27, 2004; seconded by SB; vote – unanimous.</i>
M-D PARK & RECREATION DEPT. WELLNESS & FITNESS INITIATIVE	- KK: An avid cyclist, he is taking-on the new position as Coordinator of M-DP&R's Wellness Initiative Program. The Initiative focuses on adult programs. There are already several programs in place for youths, but not enough for adults. One of the 1 st steps is to take suggestions/comments from the public. <i>He will coordinate with Park Mgrs. on all adult activities. This includes researching possibilities to expand programs and identify needs.</i> Many residents don't participate in enough outdoor activities. Park Mgrs. are still the only authorities to approve any activities in or passing within their respective parks. He is targeting specialty shops for marketing, and applying for grants to research/market the programs further. The Eco-Adventure Program is about 4 years old; guides bring cyclists/hikers to many areas within the county. The website lists other activities as well. SB: Inquired if newspapers are sent information. KK: Currently, it is up to Park Mgrs. to advertise, which they do in newspapers occasionally. <i>He plans to set-up a web-based registration format for all activities.</i> DH: Inquired about the new Sports Development Commission. KK: <i>He will ask the Director to contact DH.</i> The Commission focuses on soliciting national, participation-based events to set-up in the area. These can encourage spectators to consider implementing sport regiments for themselves. JM: Inquired about the Lakes-by-the-Bay development. He's heard it would be a "passive" park. Since it's so wooded, inquired why off-road bike trails couldn't be made. KK: Unfamiliar with plans for that area. <i>He will research this.</i> JM: Off-road cycling has proven to be popular in the two parks that provide it (Earhart & Oleta). This is a more centralized location for County residents/visitors. DH: The M-DP&R Dept. has a process where they hold community meetings. The use of the park is often decided upon based on the surrounding communities' requests. TS: During a previous presentation, there were suggestions that equestrian and off-road cycling activities would be included in Lakes-by-the-Bay. KK: The term "passive" means there would not be on-going sport activities or heavy development. Many of these decisions address the existing environmental conditions. He asked members to send nay ideas for Wellness programs to him: kirwin@miamidade.gov.
RAIL	- WF: In 1993, the MPO performed a <u>Rail-Rights-of-Way Study</u> . This current Study

CONVERTI-
BILITY STUDY

reassesses those findings, and identifies other potential uses that would be compatible within railroad corridors. The consultant gathered data and discussed issues with FEC and CSX staff. Generally, the northern area of the county is more railroad-use intensive. Existing and future land use was reviewed, as well as previous greenway plans. The FEC corridors, south of NW 77 St. and paralleling Biscayne Blvd. ranked more favorably for the incorporation of greenways. These areas can be transformed to use transportation in a more effective way, including transit use. Most plans for expanded transit rely upon the Peoples Transportation Plan for implementation. These projects can take a long time to develop. *In the meantime, non-motorized facilities can be incorporated along these corridors.* In other areas: the NW 72 St. corridor and the CSX railway (south of MetroZoo) are viable non-motorized recreational use corridors. The Study also recommends a new railway to ease truck traffic off Krome Av. from the northwest area rock mines. He hopes that project development studies will be the next step to get some of the Study recommendations implemented. He asked for BPAC support before the TPC meeting on Nov. 8th. There has to be support in order to get one or two projects into the next phase of development. If there is only a general support of the concept of incorporating greenways with R/R, the Study may not advance to the next stages.

DH: The BPAC's LRP project rankings produced high marks for the Flagler Trl. (paralleling Biscayne Blvd.) and Ludlam Trl. (along SW 69 Av.) The Unity Trl. (along NW 72 St.) did not rank as high as the former two, although it made the "Funded" list. The CSX corridor to Florida City did not rank as high, because rural land-use doesn't provide many opportunities to connect employment areas, schools, etc.

WF: The study eluded to a streetcar maintenance facility to service a future Baylink. *This would be located just west of I-95, and would connect MIA to Downtown Miami,* (shown on the map as a gap in the corridor).

TS: Since the group has already ranked corridors which this Study identifies, he thought it would only be redundant to identify favorites. He'd rather wait till projects are identified/moved forward to support any corridors over others.

SB: It can never be too early (or redundant) to make recommendations to any plans or studies brought before the group.

TS: Different criteria was used in the BPAC rankings, and some of the corridors in this study were not ranked. He is not prepared to make a decision today. *He will appear at the TPC meeting to make it known that the BPAC has ranked some of these corridors;* but, these projects won't move forward simply on the BPAC's recommendations.

WF: Stressed that a BPAC recommendation can be part of the momentum to get projects moving forward. Letting the TPC know that some corridors have been deemed viable from a non-motorized standpoint through the BPAC's ranking process has merit.

SB: The Study is actually a support document for the BPAC's rankings. *Motion in support of the concept of the MPO's Rail Convertibility Study, urging that it be moved to the next level of project development, with particular emphasis on the corridors that coincide with the Non-Motorized section of the 2030 Long Range Transportation Plan.*

SK: *Seconded the motion.* Noted that the MetroZoo/Oleander corridor has potential to make this hazardous area more hospitable for non-motorized use. She questioned whether a new (Krome Av.) railway could really be developed.

WF: This can be done, if it is developed before land-use changes significantly. Noted that most of the ROWs studied are 100' wide, which is more than enough to provide adequate separation between trains and trail users. If there isn't a recommendation from the BPAC, then non-motorized use of these corridors would most likely be obscured by

	<p>efforts focusing on mass transit uses.</p> <p>BPAC: <i>Vote - unanimous.</i></p> <p>JM: He had previously mentioned to WF that the study did not recommend bicycle use along some rail corridors that are viable for trails; some have been ranked high by the BPAC. One is the CSX Dolphin Corridor (East-West Trail); another viable greenway is the SFRC MIC/Oleander corridor, since it will be elevated.</p> <p>TS: There isn't enough information at this time for the BPAC to go into a detailed analysis. The resolution is in support of the study's concept. Hopefully, if this study is moved forward to the next level, the Project Manager's will come back to the BPAC, so we may further evaluate the projects.</p> <p>SB: <i>Agreed that some of the conclusions of the study which do not mention non-motorized use, should be reconsidered where viable.</i></p>
NOTE:	- DUE TO MECHANICAL PROBLEMS, THIS PORTION OF THE BPAC MEETING WAS NOT RECORDED PROPERLY.
FDOT PROJECT UPDATE	<p>- KJ: He is in charge of the FDOT's <u>Bicycle Corridors Safety Study</u>, (copies of which were handed-out.) Bike crashes along State roadways from 1997-2001 have been tabulated. Out of these 850 crashes, a short-list of high-crash corridors was developed indicting crashes/mile. <i>The FDOT plans to further study some of these corridors to determine what type of improvements can be made to reduce these occurrences.</i> He asked the BPAC which of these roads should be a starting-point for further study.</p> <p>TS: It doesn't take science to understand that some roadway designs are inherently hazardous. He would like to choose a corridor that isn't clearly an engineering problem. Collins Av. has parking, and a lot of traffic; but, unfortunately, he doesn't think FDOT would provide 4' on each side to safely accommodate cyclists.</p> <p>JM: Inquired if the FDOT would consider even a wide outside-lane on Collins Av.</p> <p>KJ: There has to be documentation to justify this.</p> <p>BB: This is a long corridor to study, rather than a single intersection. It could be difficult.</p> <p>JM: If these roads were designed with consideration for bicycles, as they are supposed to be by law, the list would be shorter.</p> <p>DH: Suggested to start with the corridor with the highest number of crashes per mile.</p> <p>SK: The problem is made more complex by the various degrees of experience in cyclists.</p> <p>JM: Assumes the next step would be to crash-type these occurrences.</p> <p>SK: Would prefer to identify those areas where even experienced cyclists have difficulty.</p> <p>TS: Briefly scanning of these corridors, he doesn't see one meeting that criteria. All of these are used by a broad range of cyclists. There needs to be enough room to make an improvement. Often the BPAC is told there isn't ROW for bicycling improvements, or there is objection to do so; Grand Av. and Broward's A1A are recent examples.</p> <p>KJ: <i>Documenting the severity is a way to make a change.</i></p> <p>SB: <i>Motion suggesting FDOT choose the corridor with the most crashes per mile: Alton Rd. for further study; seconded by SK; vote – unanimous.</i></p>
MDT BIKE&RIDE UPDATE	<p>- DH: <i>Evaluations and changes to the B&R program that were discussed at last-month's BPAC meeting will be presented to the MPO's Transportation Committee on Nov. 12th at 2pm.</i> Mr. Forbes (MDT) has asked a BPAC member to attend.</p> <p>HG: There is a problem when allowing bicycles on-board any Metrorail car during rush-hours. During the Presidential debates, Metrorail was running less frequently. He observed a cyclist obstructing 4 seats with the bicycle. Bicyclists don't use the handicapped area, as directed by the pamphlet. He is under the impression that ours is</p>

		<p>the only rapid transit system in the country that allows bicyclists. Although Amtrak allows a boxed bicycle, and Tri-Rail has specific areas for bikes, these are not rapid transit.</p> <p>DH: There are several rapid transit systems that allow bicycles on-board. The BPAC made recommendations for MDT to aggressively educate cyclists on their responsibilities while riding transit. Courtesy and safety are important.</p> <p>HG: There isn't enforcement on trains.</p> <p>TS: Enforcement is always a problem for any set of rules. This is the 1st time that he has heard any complaint about bikes on trains. The Presidential Debate was an obstacle for transit riders as a whole.</p> <p>HG: He rides transit everyday, and sees this is a problem. <i>Bicycles should be limited to only the last Metrorail car.</i> Guards don't patrol the trains. Making a complaint to MDT is difficult, because the phone rings for a long time before anyone answers.</p> <p>TS: MDT has plans to redesign Metrorail cars to avoid any conflicts for bicycles/passengers. Cyclists will still have to cooperate as to where they are supposed to be. Just as a person may be sleeping, taking-up 3 seats, society has its renegades. Although the BPAC doesn't condone adverse actions by cyclists, we don't have plans to reverse the position to relax the rules further.</p> <p>JM: MDT reviewed/analyzed conditions in trains and found no significant incidences to warrant the existing constraints. Since they've stepped-up their marketing, there has been a dramatic increase in bicycle ridership. All these bikes won't fit in just one car.</p> <p>AL: He is under the impression that several rapid transit systems that allow bicycles on-board were reviewed when MDT performed this analysis.</p> <p>HG: Inquired which systems allow bicycles.</p> <p>JM: <i>Can provide a list. Guards on trains should alleviate any such occurrences.</i></p> <p>HG: There are only 4 guards for the entire line.</p> <p>BB: Inquired if any calls had been received by the B/P Office regarding this matter.</p> <p>DH: Aside from HG's, no complaints have been received. Nor has MDT's Complaint Line, since the last changes were made.</p> <p>SB: Inquired is this is an on-going observance.</p> <p>HG: People resist from standing near a bicycle, because they don't want get dirty.</p> <p>SK: That is not good for ridership. Perhaps encouraging bicycles into the last car unless it is full would help.</p> <p>DH: MDT is using less cars now, while the others are being rehabilitated.</p> <p>HG: Under the impression that this project has not begun.</p> <p>BB: Inquired if there had been any survey as to how many bicycles are in trains.</p> <p>JM: MDT staff have promised to perform bicycle counts and step-up education efforts. Assumes this would mean posters in trains, stickers where bicycles should be, as well as the redesign of the cars. These efforts should help alleviate problems.</p> <p>SB: This is the 1st year of the program, so cyclists are still learning. <i>It should be made very clear where bicycles are to be placed.</i> In Tri-Rail cars, it is clear.</p> <p>HG: Also, their guards patrol the trains.</p> <p>SB: Although <i>the BPAC will look further into this issue</i>, she suggested that HG write a letter to MDT. That way it becomes a permanent record of a complaint.</p>
PUBLIC WORKS PROJECTS UPDATE	-	<p>DH: Jeff Cohen, MDPW, came in and left. He said he would be back.</p> <p>TS: He hasn't come back for his update.</p>

BIKE SAFETY PLAN	- DH: The MPO is performing bike crash analysis. <i>This will compliment, not duplicate, the FDOT's study. Local roads will be included.</i> Eliminating nighttime cycling without lights, wrong-way cycling, drunk-driving, and traffic law violations would create a dramatic improvement. Therefore, <i>engineering, education and enforcement activities will be considered.</i> This Plan is intended to guide activities for the next 5 years.
SUNNY ISLES BICYCLE/PEDESTRIAN BRIDGE STUDY	- DH: This study was funded through an MPO Municipal Grant. The bridge would connect the two parts of Bay Rd. He is unaware of any funding to move the project forward. <i>City staff will be attending the next TPC meeting.</i>
MPO SEARCH FOR COMMITTEE MEMBERS	- TS: <i>Requested that if anyone is aware of people whom may want to serve on the BPAC to pass their names on to DH. He will submit them to MPO members.</i> Commissioner Sorenson stated at the last MPO meeting, that she doesn't know any cyclists to nominate. He would like more people from northern Miami-Dade to become members. DH: <i>The MPO is putting ads in newspapers and the newsletter.</i> A Miami Beach woman, serving as a clerk for a Downtown Judge spoke to him recently about becoming more familiar with the group. She expressed a problem in attending meetings in South Miami.
MEMBER COMMENTS	- <ul style="list-style-type: none"> • TS: Reminded the group that <i>the Everglades Bike Club is having a Homestead Speedway Ride.</i> There are 25, 62 and 100 mile courses. <i>After a few loops around the track, riders cycle out west, southerly, use Card Sound Rd. and come back.</i> DH: The FBA will have a booth there. He asked everyone to stop by. • BB: He recently spoke with the Mayor of South Miami, whom was challenged by several citizens to construct more bike paths within the city, preferably in the business district. Some business owners the Mayor spoke to are unfavorable to such an idea. Perhaps a formal meeting with the Mayor is in order. • AL: Inquired if there has been any progress in having Rickenbacker Cswy. swept on Fridays. TS: He spoke to Public Works staff in the past, they don't see this as a priority. <i>He requested DH to invite a representative to come to a meeting.</i> DH: <i>Will do so. Next month, a City of Miami representative will be presenting their waterfront concepts.</i> This is in response to SB's request.
MISCELLANEOUS	- <ul style="list-style-type: none"> • VB: She is an FIU student, and asked to take a picture of the BPAC for the MPO's upcoming newsletter. TS: Suggested using DH's bike as a prop.

- *The meeting was adjourned at 8:50 p.m.*